



[4910-13-P]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2018-0712; Product Identifier 2018-NM-089-AD; Amendment 39-19361; AD 2018-17-07]

RIN 2120-AA64

Airworthiness Directives; ATR – GIE Avions de Transport Régional Airplanes

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule; request for comments.

SUMMARY: We are superseding Airworthiness Directive (AD) 2017-24-01, which applied to certain ATR – GIE Avions de Transport Régional Model ATR42-500 airplanes and Model ATR72-212A airplanes. AD 2017-24-01 required an inspection for routing attachments of electrical harness bundles and for wire damage, and corrective actions if necessary. This new AD adds additional airplanes to the applicability. This AD was prompted by a determination that additional airplanes are affected by the unsafe condition. We are issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective [INSERT DATE 15 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of [INSERT DATE 15 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

We must receive comments on this AD by [INSERT DATE 45 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the instructions for submitting comments.
- Fax: 202-493-2251.
- Mail: U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.
- Hand Delivery: U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this final rule, contact ATR – GIE Avions de Transport Régional, 1 Allée Pierre Nadot, 31712 Blagnac Cedex, France; telephone +33 (0) 5 62 21 62 21; fax +33 (0) 5 62 21 67 18; email continued.airworthiness@atr-aircraft.com; <http://www.atr-aircraft.com>. You may view this referenced service information at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. It is also available on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0712.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0712; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Office (telephone 800-647-5527) is listed above. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT: Shahram Daneshmandi, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-321-3220.

SUPPLEMENTARY INFORMATION:

Discussion

We issued AD 2017-24-01, Amendment 39-19105 (82 FR 55755, November 24, 2017) (“AD 2017-24-01”), which applied to certain Model ATR42-500 airplanes and Model ATR72-212A airplanes. AD 2017-24-01 was prompted by reports of electrical harness bundle chafing with a window blinding panel in the fuselage due to missing routing attachments. AD 2017-24-01 required an inspection for routing attachments (i.e., brackets) of electrical harness bundles and for wire damage, and corrective actions if necessary. We issued AD 2017-24-01 to detect and correct missing routing attachments of fuselage electrical harness bundles, which could result in wire failure (cut or shorted) and, in case of several failures in combination, the loss of systems, possibly resulting in reduced control of the airplane.

Since we issued AD 2017-24-01, we have determined that additional airplanes are affected by the unsafe condition.

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA Airworthiness Directive 2018-0105, dated May 08, 2018 (referred to after this as the Mandatory Continuing Airworthiness Information, or “the MCAI”), to correct an unsafe condition for certain Model ATR42-500 airplanes and Model ATR72-212A airplanes. The MCAI states:

An event was reported of several spurious alarms on a recently delivered ATR 72 aeroplane. During subsequent trouble-shooting, damage was found on the electrical harness wire bundle (Route 1M), due to chafing with a window blinding panel located on the left-hand (LH) side of the fuselage, zone 231. A bracket, necessary to maintain the harness wire bundle close to the structure of the fuselage and avoid chafing, was missing. The same bracket was also found missing on the right-hand (RH) side of the fuselage, zone 232, Route 2M, although without damage on the harness wire bundle. A quality investigation revealed another aeroplane on the production line where same brackets were not installed.

This condition, if not detected and corrected, may lead to wire failure (cut or shorted) and, in case of several failures in combination, to loss of systems, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, ATR published the applicable SB [service bulletin] to provide inspection instructions. Consequently, EASA issued AD 2017-0118 [which corresponds to FAA AD 2017-24-01] to require verification of the installation of the brackets, a one-time inspection of the wire bundles, and depending on findings, accomplishment of applicable corrective action(s).

Since that [EASA] AD was issued, an occurrence was reported of engine intermittent auto-feather, caused by damage on the electrical harness bundle Route 1M. The affected aeroplane MSN [manufacturer serial number] was not identified in the Applicability of EASA AD 2017-0118.

For the reason described above, this [EASA] AD retains the requirements of EASA AD 2017-0118, which is superseded, and expands the Applicability to include additional aeroplanes, identified by MSN in Group 2 as specified in section ‘Definitions’ of this [EASA] AD.

The MCAI includes MSNs 1071, 1141, 1341, 1367, and 1377 in its applicability, but those MSNs are not identified in the definitions for the affected groups. Those MSNs are not affected by the identified unsafe condition. Therefore, we have not included those MSNs in our applicability. You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0712.

Related Service Information under 1 CFR part 51

ATR has issued Service Bulletin ATR42-92-0033, Revision 02, dated April 12, 2018; and Service Bulletin ATR72-92-1044, Revision 02, dated April 12, 2018. This service information describes procedures for an inspection of routing attachments (i.e., brackets) of electrical harness bundles and for wire damage, and corrective actions if necessary. These documents are distinct since they apply to different airplane models. This service information is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the ADDRESSES section.

FAA’s Determination and Requirements of this AD

This product has been approved by the aviation authority of another country, and is approved for operation in the United States. Pursuant to our bilateral agreement with the State of Design Authority, we have been notified of the unsafe condition described in the MCAI and service information referenced above. We are issuing this AD because we

evaluated all pertinent information and determined the unsafe condition exists and is likely to exist or develop on other products of the same type design.

FAA's Justification and Determination of the Effective Date

There are currently no domestic operators of this product. Therefore, we good cause find that notice and opportunity for prior public comment are unnecessary and that, for the same reason, good cause exists for making this amendment effective in less than 30 days.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety, and we did not precede it by notice and opportunity for public comment. We invite you to send any written relevant data, views, or arguments about this AD. Send your comments to an address listed under the ADDRESSES section. Include "Docket No. FAA-2018-0712; Product Identifier 2018-NM-089-AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this AD. We will consider all comments received by the closing date and may amend this AD because of those comments.

We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact we receive about this AD.

Costs of Compliance

Currently, there are no affected U.S.-registered airplanes. If an affected airplane is imported and placed on the U.S. Register in the future, we provide the following cost estimates to comply with this AD:

Estimated costs

Action	Labor cost	Parts cost	Cost per product
Inspection	3 work-hours X \$85 per hour = \$255	\$0	\$255

We have received no definitive data that would enable us to provide cost estimates for the on-condition actions specified in this AD.

Authority for this Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

This AD is issued in accordance with authority delegated by the Executive Director, Aircraft Certification Service, as authorized by FAA Order 8000.51C. In accordance with that order, issuance of ADs is normally a function of the Compliance and Airworthiness Division, but during this transition period, the Executive Director has delegated the authority to issue ADs applicable to transport category airplanes to the Director of the System Oversight Division.

Regulatory Findings

We determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

1. Is not a “significant regulatory action” under Executive Order 12866;
2. Is not a “significant rule” under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979);
3. Will not affect intrastate aviation in Alaska; and
4. Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

PART 39 - AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. The FAA amends § 39.13 by removing airworthiness directive (AD) 2017-24-01, Amendment 39-19105 (82 FR 55755, November 24, 2017), and adding the following new AD:

2018-17-07 ATR – GIE Avions de Transport Régional: Amendment 39-19361; Docket No. FAA-2018-0712; Product Identifier 2018-NM-089-AD.

(a) Effective Date

This AD is effective [INSERT DATE 15 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

(b) Affected ADs

This AD replaces AD 2017-24-01, Amendment 39-19105 (82 FR 55755, November 24, 2017) (“AD 2017-24-01”).

(c) Applicability

This AD applies to the ATR – GIE Avions de Transport Régional airplanes identified in paragraphs (c)(1) and (c)(2) of this AD, certificated in any category.

(1) Model ATR42-500 airplanes, manufacturer serial numbers (MSNs) 1001 through 1014 inclusive, 1016 through 1019 inclusive, and 1201 through 1212 inclusive.

(2) Model ATR72-212A airplanes, MSNs 1048 through 1070 inclusive, 1072 through 1140 inclusive, 1142 through 1200 inclusive, 1220 through 1340 inclusive, 1342 through 1353 inclusive, 1355 through 1366 inclusive, 1368 through 1376 inclusive, 1378 through 1380 inclusive, 1382, 1385, and 1388.

(d) Subject

Air Transport Association (ATA) of America Code 92, Electric.

(e) Reason

This AD was prompted by reports of electrical harness bundle chafing with a window blinding panel in the fuselage due to missing routing attachments and by a determination that additional airplanes that were not identified in AD 2017-24-01 are affected by the unsafe condition. We are issuing this AD to detect and correct missing routing attachments of fuselage electrical harness bundles, which could result in wire failure (cut or shorted), and, in case of several failures in combination, the loss of systems, possibly resulting in reduced control of the airplane.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Definitions

(1) For the purposes of this AD, Group 1 airplanes are identified as the following: MSNs 1014, 1016 through 1019 inclusive, 1165 through 1212 inclusive, 1220 through 1340 inclusive, 1342 through 1353 inclusive, 1355 through 1366 inclusive, 1368 through 1376 inclusive, 1378 through 1380 inclusive, 1382, 1385 and 1388.

(2) For the purposes of this AD, Group 2 airplanes are identified as the following: MSNs 1001 through 1013 inclusive, 1048 through 1070 inclusive, 1072 to 1140 inclusive 1142 through 1164 inclusive.

(h) Retained Inspection with new Service Information and Revised Compliance Language

This paragraph restates the requirements of paragraph (g) of AD 2017-24-01, with new service information and revised compliance language. For Group 1 airplanes: Within 6 months or 500 flight hours after December 11, 2017 (the effective date of AD 2017-24-01), whichever occurs first, do a detailed inspection for missing brackets and

damage (including but not limited to chafing and electrical shorting) to wire bundles of the Route 1M and Route 2M electrical harness, in accordance with the flowchart in paragraph 1.C., “Description,” and the Accomplishment Instructions of ATR Service Bulletin ATR42–92–0033, Revision 02, dated April 12, 2018 (for Model ATR42–500 airplanes); or ATR Service Bulletin ATR72–92–1044, Revision 02, dated April 12, 2018 (for Model ATR72–212A airplanes); as applicable. Although ATR Service Bulletin ATR42–92–0033, Revision 02, dated April 12, 2018; and ATR Service Bulletin ATR72–92–1044, Revision 02, dated April 12, 2018; specify reporting, this AD does not include that requirement.

(i) New Requirement of this AD: Inspection

For Group 2 airplanes: Within 6 months or 500 flight hours after the effective date of this AD, whichever occurs first, do a detailed inspection for missing brackets and damage (including but not limited to chafing and electrical shorting) to wire bundles of the Route 1M and Route 2M electrical harness, in accordance with the flowchart in paragraph 1.C., “Description,” and the Accomplishment Instructions of ATR Service Bulletin ATR42–92–0033, Revision 02, dated April 12, 2018 (for Model ATR42–500 airplanes); or ATR Service Bulletin ATR72–92–1044, Revision 02, dated April 12, 2018 (for Model ATR72–212A airplanes); as applicable. Although ATR Service Bulletin ATR42–92–0033, Revision 02, dated April 12, 2018; and ATR Service Bulletin ATR72–92–1044, Revision 02, dated April 12, 2018; specify reporting, this AD does not include that requirement.

(j) New Requirements of this AD: Corrective Action

If the inspection required by paragraph (h) or (i) of this AD reveals that any bracket is missing or any wire is damaged, before further flight, do applicable corrective actions, in accordance with the flowchart in paragraph 1.C., “Description,” and the Accomplishment Instructions of ATR Service Bulletin ATR42–92–0033, Revision 02, dated April 12, 2018 (for Model ATR42–500 airplanes); or ATR Service Bulletin ATR72–92–1044, Revision 02, dated April 12, 2018 (for Model ATR72–212A airplanes); as applicable. Where ATR Service Bulletin ATR42–92–0033, Revision 02, dated April 12, 2018; and ATR Service Bulletin ATR72–92–1044, Revision 02, dated April 12, 2018; specify to contact ATR–GIE Avions de Transport Régional for appropriate action, before further flight, accomplish corrective actions in accordance with the procedures specified in paragraph (l)(2) of this AD.

(k) Credit for Previous Actions

This paragraph provides credit for actions required by paragraphs (h), (i), and (j) of this AD, if those actions were performed before the effective date of this AD using ATR Service Bulletin ATR42–92–0033, dated May 3, 2017, or Revision 01, dated July 20, 2017; or ATR Service Bulletin ATR72–92–1044, dated May 3, 2017, or Revision 01, dated July 20, 2017, as applicable. ATR Service Bulletin ATR42–92–0033, dated May 3, 2017; and ATR72–92–1044, dated May 3, 2017, were previously incorporated by reference in AD 2017-24-01. ATR Service Bulletin ATR42–92–0033 Revision 01, dated July 20, 2017; and ATR72–92–1044, Revision 01, dated July 20, 2017, were not previously incorporated by reference.

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Section, Transport Standards Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Section, send it to the attention of the person identified in paragraph (m)(2) of this AD. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(2) Contacting the Manufacturer: As of the effective date of this AD, for any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or, the European Aviation Safety Agency (EASA); or, ATR – GIE Avions de Transport Régional’s EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(m) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2018-0105, dated May 08, 2018, for related information. This

MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0712.

(2) For more information about this AD, contact Shahram Daneshmandi, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-321-3220.

(3) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (n)(3) and (n)(4) of this AD.

(n) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(i) ATR Service Bulletin ATR42– 92–0033, Revision 02, dated April 12, 2018.

(ii) ATR Service Bulletin ATR72–92–1044, Revision 02, dated April 12, 2018.

(3) For service information identified in this AD, contact ATR – GIE Avions de Transport Régional, 1 Allée Pierre Nadot, 31712 Blagnac Cedex, France; telephone +33 (0) 5 62 21 62 21; fax +33 (0) 5 62 21 67 18; email continued.airworthiness@atr-aircraft.com; Internet <http://www.atr-aircraft.com>.

(4) You may view this service information at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to:

<http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Des Moines, Washington, on August 8, 2018.

Michael Kaszycki,
Acting Director,
System Oversight Division,
Aircraft Certification Service.

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